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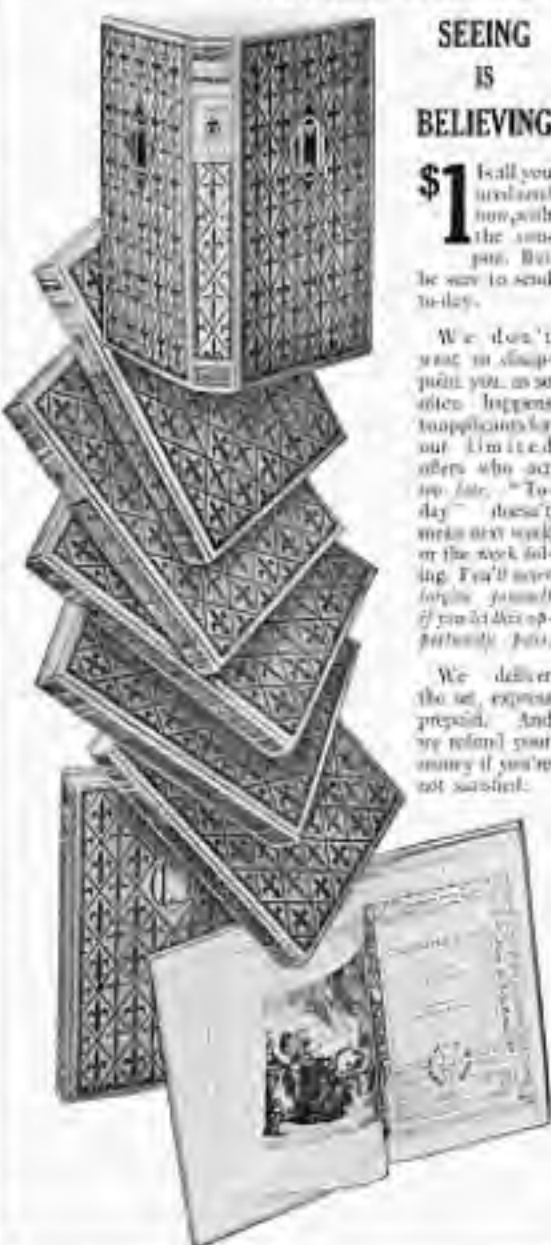


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Dumas' Masterpiece THE CELEBRATED CRIMES OF HISTORY is considered by many in France as Dumas' masterpiece. The highest praise has been bestowed on it by Andreu Lange, Robert Louis Stevenson, and other important figures among English literateurs. "Was it, for reasons of state that the Emperor's jealousy caused this translation to wait half a century, that elapsed before it was given to the English reading world—and then through the mediation of an American publisher? Think of a fascinating new historical series of which only the highly privileged few among English readers heretofore had any knowledge—a series full of the human interest, appeal, by your favorite author, directions, witty, and, above all, brilliant, his legend Alexandre Dumas, who gave you your first real taste for European history while following the adventures of D'Artagnan and The Three Musketeers, and the heroes and heroines of his other masterful romances! And all this in a well needed price!"

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JAMES R. & HARRY B. CATON
Attorneys & Counsellors at Law

ALEXANDRIA, VA. May 25th, 1917

Wm. E. Harmon, Esq., New York, N. Y.

Dear Sir:—I am directed by the American Security & Trust Company, Executor of the last will of the late Chas. E. Wood, to say that it desires to emphasize the necessity for the liquidation of the assets in which he was interested as a member of the firm of Wood, Harmon & Co. You are therefore requested to proceed to the sale of such property as is under your control with all reasonable dispatch.

American Security & Trust Co. By JAMES R. CATON, Attorney

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FRIDAY THURSDAY, JULY 12, 1917 NO. 2227

ARMS ALONE WIN NO WAR

BY PRESIDENT HADLEY OF YALE UNIVERSITY

IT IS not by arms alone that a war like ours is to be decided. The man who does duty at home has his share in the result, no less than he who goes to the front. The man who directs the labor or guides the policy of the nation has his share, no less than he whose hand produces food or munitions. Under conditions like these, all honest, intelligent, ungrudging work is public work; all training that enables us to do such work is preparation for public service.

WHAT RAILROADS DO

THE public has a special interest not only in the maintenance, but also in the extension, of our railroads, for they constitute the greatest industry in the United States next to that of agriculture.

Twenty-five or thirty years ago, when in every new section of this country bids were made for capital to be invested in railroads to open up the farming regions and the business possibilities of the then thinly populated states, bonuses were offered, land grants, financial assistance, exemption from taxes, and all sorts of attractions were promised, because it was felt that the construction of the railroads would increase the value of property, give the farmers a better price for their products and open markets for them that had been inaccessible. This is exactly what happened.

In these times, the granting of bonuses, exemptions and rebates is classed among the illegal things, and the very sections that gave inducements to the railroad builders are now imposing such hardships on the railways that one-sixth of the mileage in the United States has gone into the hands of receivers.

A harder blow has never been struck at the prosperity of the country, for it has undermined the credit of the railroads, and as a result, during the past year, the number of new miles of railroad built is the smallest in any year since the War between the States. The railroads have been so crippled by the lack of credit, that now, when called upon in a period of prosperity to meet the demands of shippers, they are unable to do so because they have not the funds with which to increase their terminals, their trackage, and cars and locomotives.

Every farmer, every workman, and every businessman has a personal interest in the restoration of the credit of the railroads, for if the latter were able to borrow the money they need, they would spend the enormous amount of \$1,000,000,000 a year, for five consecutive years, for extensions, replacements, equipment, repairs and terminals.

Our "war orders" look small compared with this tremendous expenditure which the railroads ought to make, and would make, if they had the money. Think of the payrolls that a billion dollars a year would provide, and of the dinner pails that would be filled, and the products of the farm and the factory that would be bought.

It is a common error to believe that the railroads are owned by a clique in Wall Street, or a few big financiers. The railroads of this country are owned by two million security holders, many of them women, and the vast majority owning only a few shares or bonds apiece. Every time you hit a railroad and reduce its dividend, or put it into bankruptcy, you hit these innocent shareholders and

strike a blow at one of the foremost industries of the land.

Let the people of this country give the railroads fair play—nothing more, nothing less. Everyone is entitled at least to that.

THE FOOD PROBLEM

LET no one think the indictment by the Federal Government of 88 corporations and individuals for conspiring to monopolize interstate commerce in onions is going to bring down the price of onions. The result of all the anti-trust cases successfully prosecuted has been an increase, not a decrease, in the price of the commodities involved. In the suit to dissolve the Corn Products Refining Company, one count against the company was that it had *increased* the price of its product, the inference being that this was done to drive its competitors out of business; yet these competitors testified they had been doing a steadily growing business.

Food prices are high today because of the food scarcity occasioned by the war, the tremendous purchases by the Allies, and the consumers' panic, as people, alarmed by soaring prices, have sought to lay in abnormal supplies.

Senator Kenyon and one or two others from the Middle West have denounced as "robbers" the speculators in food. At the same time the Omaha *Bea* was publishing reports of farmers selling hogs for as high as \$112 apiece. Three or four porkers at that price would pay for an automobile.

The American farmer is quite able to provide increased food production if he is freed from what Senator Reed very properly called "the meddling of agricultural expert and specialist." The part of this country in saving the world from starvation is one of our most prodigious tasks, and, as Dr. H. Edwin Lewis points out in *American Medicine*, calls for a National Food Commission, to take full charge of the work of production, distribution and conservation.

All signs indicate a record yield this year, overproduction in certain products, which may lead to extravagance and low prices that will be disastrous to the farmer. Every season vast quantities of fruits and vegetables have gone to waste. This year waste of any sort will be criminal and a system of dehydration of rapidly perishable vegetables and fruits should be worked out. Fruits and vegetables from which the water has thus been extracted will keep indefinitely, and by this method the small home gardener will be able to extend his contribution beyond the immediate needs of the growing season into a surplus for future consumption.

SAVING DAYLIGHT

IT is surprising that any progressive country should fail to profit by the lessons demonstrated by the nations at war. The plan of saving daylight, by putting the clock one hour ahead during the summer months, has been proven to be one of the greatest conservation measures by the European belligerents. The Daylight Saving bill ought to have been passed at the regular session of Congress, and we hope Senator Culler, its author, is right in saying it is bound to become a law during the present session of Congress. The bill has been passed by the Senate and it has strong advocates in the House. There is a growing sentiment in favor of it throughout the country.

Opposition to it comes only from prejudice. The country would lose one hour of sleep on starting the plan, but this can be paid back on reversing it in the fall. It would not mean longer hours of work or fewer hours of sleep, as some fear, but by beginning and ending work an hour earlier, everyone would have an additional hour of daylight—when daylight is plentiful—to spend usefully. Since everybody would go to bed at the customary time by the clock, which would actually be an hour earlier than usual, there would be one hour's saving in artificial light throughout the land. Many people are eager to see the adoption of the plan, but it must be made compulsory in every section of the country if it is to be satisfactory anywhere.

THE PLAIN TRUTH

INJUSTICE. No one can accuse Col. Roosevelt of representing in himself, or of advocating, diluted Americanism. All the more painful, therefore, is his denunciation of the Government's announced policy of excluding Americans of German or Austrian birth or parentage from Red Cross units to be sent to base hospitals in England and France. Had Col. Roosevelt been permitted to raise four divisions of volunteers for service at the front, many of the best officers, as by points put, and thousands of privates in the volunteer force would have been men of German parentage, but whose Americanism is now the less unquestioned. We altogether agree with Col. Roosevelt in saying: "It is an intolerable wrong to insist on discrimination or permit discrimination between loyal and devoted Americans because of their parentage or birthplace." It is absurd to say that men who are fit to represent the country in the army are not fit to represent it in the Red Cross.

WAR. The war is creating new issues on both sides of the Atlantic. It is hastening the solution of long-standing and perplexing problems. At Washington, national prohibition is being urged with renewed energy. At a time when every nerve is being strained to raise the necessary revenues to carry on the war, it is proposed to wipe out the government taxes on fermented beverages and distilled liquors, aggregating nearly \$300,000,000 annually. How this deficit can be met is not clear. On the other side of the Atlantic, a new Home Rule plan for Ireland, by which a solution of that everlasting problem will be left to a convention of Irishmen called to frame a Constitution for Ireland, has been proposed. This convention is to embrace representatives of all factions—Nationalists, Ulster Unionists, Southern Unionists and Sinn Féiners—as well as the churches, trade unions, educational and educational bodies. It is said that the inspiration of this conception was found in the making of the Union in South Africa after the Boer War. Another interesting development of the war situation is found in the announcement from Washington that the Anti-Trust suits against the U. S. Steel Corporation, the International Harvester Company and other well-known industries are to be re-arrested. This will probably postpone the decisions for a year, by which time it is expected that the war will be over. It would be far more satisfactory if these cases were dismissed from the docket at this time when every captain of industry, and noticeably several who are connected with the corporations we have named, are giving their best service patriotically to the Government without recompense or hope of reward.

COAL. The Government could have found the right way to reduce the cost of coal to the consumer. Heretofore it has found the wrong way. News dispatches reported that 400 operators representing the great fields of bituminous and anthracite coal, after a conference with Secretary Lane and members of the Federal Trade Commission, pledged themselves to sell their product at fair and reasonable prices. They were not threatened with arrest by the Department of Justice, nor were they put to enormous expense to defend themselves against a suit. They simply held a conference, discussed the situation and reached a satisfactory agreement. The result is in striking contrast with what followed the action of the Government in attacking the so-called anthracite coal trust. The largest coal operators were compelled to discontinue their agreement with the smaller or independent operators providing for a proper distribution of the coal supply so that the needs of each section might be supplied. The coal output was carefully apportioned and distributed and there was no complaint regarding prices. A coal shortage was unknown, but as soon as the Government broke the agreement between the independents and the larger operators, the former began to sell at places where they could get the highest price. Coal reached higher figures than ever known before in some of the local markets. The advance at the mines was small. This is the reason why some sections of the country are short of coal and why in these such high prices prevail. This is a practical lesson to the consumer. He is paying for his experience and for his folly in listening to false teachers. It is regrettable that the wise conclusions of the conference on coal have been repudiated by Secretary of War Baker, chairman of the Council of National Defense, and Secretary of the Navy Daniels. They declare that the government officials attending the conference acted without authority and that the price for coal agreed upon was exorbitant, unjust and oppressive. If these two members of the Council were not merely piqued because action was taken in their absence, their stand indicates poor judgment. Unless the government will allow producers reasonable profit on supplies furnished this war will become exceedingly unpopular. Not only are producers of plants concerned, but still more so their employees, whose wages are based on a sliding scale according to the value of the products and will be adversely affected if prices of products are made too low.

A WEEK OF THE WAR

BY HENRY FARRAND GRIFFIN

IMPORTANT MILITARY DEVELOPMENTS

WITH the landing of the first American troops on French soil, the war enters a new stage. For the present, however, the effect of America's armed intervention will be moral, rather than material, and we may as well face the fact that the Allies have practically no chance of winning a military decision this year. Even with Russia resuming the offensive her threat to Germany comes too late to make possible the long-continued advance hammering from east and west that might have broken down German resistance. But Russia is, and is likely to remain, a very uncertain factor in the war. The Allies' plans are now directed toward the campaign of 1918, counting upon America's more fully developed military resources to force a decision. This does not mean that there is no likelihood of further Allied successes and further German retreats during the course of this summer and fall.

THE Germans are under relentless pressure from the British, and, to some extent, from the French. The British have driven a dangerous wedge into the German lines near Ypres, and the recent advance near Lens drove in so close upon that city, that its fall seemed merely a matter of days. With Lens in British hands, any considerable further advance from the Ypres sector would be a decided threat to the German bases in Lille and Douai.

If the French at the same time could drive the Germans out of Laos, the result would probably be a German retreat back to their next line along the Franco-Belgian frontier. That is probably about as much as the British or French commanders hope to accomplish this year, and they may have to be satisfied with much less. There remains also the possibility of the British pushing the wedge then Ypres further into the German lines, and then driving north to force the Germans out of their sea bases in Belgium. This plan of action, if developed, would probably be undertaken in combination with heavy bombardments from monitors and submarines. But the main object would be the elimination of submarine bases rather than advantages in connection with the major land operations.

FROM this brief review of the prospects for this year's campaign, it will be evident that if the war continues into 1918, the United States is going to have a heavy burden to bear. It has been estimated that we shall have

AMERICA'S BURDEN MAY BE HEAVY

squadron troops in France by January 1st, and from then on, a continuous stream of reinforcements will pour across the Atlantic as fast as shipping can be supplied to carry and supply them. Germany, flung that by ruthless submarine warfare, she could starve out England and cripple France before America's aid could become effective. She will fail in that, because heavy as the submarine losses have been, they are as yet far from starving England. The present danger is that so much tonnage will be lost that we cannot, even by the most energetic building of ships, replace the losses fast enough to transport and supply our great armies in addition to moving necessary food supplies for the civilian populations of Allied nations. It may be a great satisfaction that somewhere in France, probably between the French and British fronts, American troops will soon take their stand against the common enemy. But in that satisfaction it is well to remember that next year will be the time for America's aid really to count, and that the effectiveness of that aid is likely to depend upon how successfully we deal with the submarine menace within the next few months. The figures of British merchant shipping losses issued by the Admiralty on June 27th showed a slight decrease as compared with the previous week, but we cannot too strongly emphasize that it is the steadily maintained average that must be considered, and merely the weekly fluctuations, which are relatively unimportant. The most rapid and efficient development of our military resources, the building of great armies of airplanes and the training of thousands of aviators to man them, will avail us and our allies little if we cannot keep our armies adequately supplied in the field. Few people in this



POINTS OF PARTICULAR INTEREST ON THE MAP OF EUROPE

country have any conception of the vast quantities of munitions and supplies required by modern armies in a war lasting, and when all this material must be transported three thousand miles over the ocean, and through safe surface-infested waters, the tonnage of shipping required strikes an awesome total. It is likely that before this war is over we shall have a better understanding of the magnitude of the problems involved.

THE DIPLOMATIC AND POLITICAL SIDE

THE danger of a separate Russian peace now seems remote. Mr. Rux and other members of the American commission deserve much credit for the results already accomplished. They have obviously strengthened the hands of the Provisional government. The Council of Workmen and Soldiers has voted against a separate peace and for a renewed offensive. The new Russian attacks begun shortly after this year resulted in considerable initial progress and may develop enough action to prevent further withdrawals of German troops from the east for the reinforcement of the western front. That is about as much as the Allies have a right to expect of Russia this year, and if the forthcoming controversies between Russia and the Allies result in a solid

front, agreement on war aims, we may expect more effective aid next summer. We must not believe, however, that because Russia has rejected the idea of a separate peace, all peace talk will forthwith cease. For the present, there is a lull, and even the optimistic German Socialists have returned from the Stockholm conference to tell their countrymen that the quickest way to peace is a democratic reorganization of the German government. But when the summer offensives dwindle down to inactivity and winter food shortages begin to press hard upon the civilian populations of belligerents, we shall hear again the coming winter, as we did last, much talk of peace in many lands.

MR. LLOYD GEORGE, in his recent Glasgow speech was still talking his generalities in terms of the "knock-out," but there were some very significant changes indicated in the more specific portions of **GEORGE'S** speech. He makes it clear that a really democratic government of Germany will have no difficulty in obtaining moderate and satisfactory terms of peace. We wonder, for instance, what the German people will think, if they are permitted to read this portion of Lloyd George's speech:

"It is right we should say that we will enter into negotiations with a free government of Germany with a different attitude of mind and a different temper and different spirit and with less suspicion and more confidence than we should with a government when we feel to-day to be dominated by the aggressive and arrogant spirit of Prussian militarism."

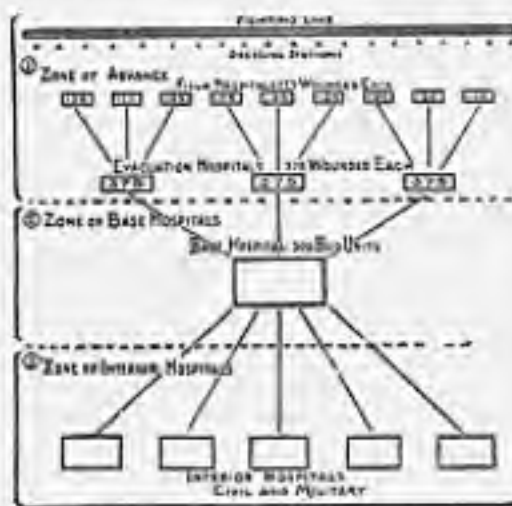
In regard to the conquered German colonies, Lloyd George also takes a more moderate position than the British imperialists. He suggests that the peoples of those lands should decide for themselves what government they wish to live under. The disposition of Mesopotamia and Armenia is to be left to the peace conference, except that they are not to be returned to the oppressive rule of the Turks. It is a curious thing that Lloyd George made no reference to either Alsace or Lorraine. He clearly indicated that both Belgium and northern France must be evacuated, and the omission of all mention of Alsace and Lorraine may be significant.

IT has been said that anything imaginable is possible. In that sense, a German revolution is possible. It does not seem probable at present. But very few people in this country thought a Russian revolution possible—until it was an accomplished fact.

IN A GERMAN REVOLUTION—Compent political observers expect interesting developments to follow the re-

assembling of the German Reichstag. Events were moving rapidly toward a crisis when the Reichstag adjourned some weeks ago, and the indications were that the next session would see the German Socialists pressing even more vigorously for democratic reforms, and a clearer definition of war aims. Recent political developments in Austria-Hungary point clearly in the same direction. The economic situation there is deplorable, the government is practically bankrupt, and the new emperor, Charles, has placed himself definitely on record as favoring an early peace. The German Junkers still pin their faith to the voluntariness to bring victory, but their difficulties in looking their allies and the German people in line become daily more difficult. Hindenburg was pretty near right when he said some time ago that this war had become a question of nerves. Certainly there are no well-informed leaders among any of the belligerents who do not look forward with misgiving to another winter of food shortages and another summer of desperate fighting and enormous casualties. Could the Hohenzollern-Junker combination be driven from power in Germany, it seems almost certain that we would have peace before the spring of 1918. That is why the whole world will watch so anxiously the political developments in Germany during the next few weeks, and it is more than likely that Lloyd George's speech was timed with the meeting of the German Reichstag in mind.

But America should relax nothing of her preparations. It is safer to assume that Germany will fight on.



HOW THE HOSPITAL SYSTEM OPERATES BEHIND THE BATTLE LINE



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time through which the gas jet is looking in the night; the wire in front of the small opening at the right is reflected by mirrors at the elbows onto a lens. This lens, crossed on the left, with its exact center, and this center is brought to focus on the target. The switch which the soldier is operating is a part of the system for aiming the gas, one act moving it to right or left and the other, raising or lowering it.

AMERICAN TROOPS REACH FRANCE



SEARCHING FROM "SOMEWHERE IN AMERICA" TO EMBARK FOR THE BATTLE-FRONT

Soldiers of the United States Regular Army are in France, ready and eager for service on the battle-front. This photograph was taken in the main street of a suburb. The arrival of the first two contingents of "A French support" completed a mobilization which, for speed, thoroughness and accuracy, was never effected before in America. The order by mobilization

came from the White House on the night of May 18th and between that time and June 10th when the news of the soldiers' safe arrival reached America, all preparations were made, supplies secured and the great body of men was transported across the ocean, without mishap. The welcome the young men received abroad placed the joy of the French as the allies of America with the Allies.



THE START OF THE LONG TRIP ACROSS THE ATLANTIC

Army transports and converted liners carried the first contingents of American soldiers to France. All the ships were painted battleship gray; their names were obliterated and false rigging displayed there still further. In spite of the losses of the ancient rebellion, the men

went aboard with cheer and their one desire was to have the delay in reaching the front as brief as possible. No official statement as to the first losses in France was issued by the War Department, but it is known that the first loss of the Regular Army and the Marine Corps



GENERAL PERSHING'S RECEPTION IN ENGLAND

Major General Pershing reached England several days before his men sailed from America. During his short stay in the British Isles before crossing to France he met the military heads of

the Empire and discussed future plans. He is seen here at the left. Others from left to right are American Ambassadors Page, Admiral King, Lord Derby and Field Marshal Viscount French.

OUR ARMY IS IN FRANCE

BY FRED B. PITNEY

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THE Gauls stand enthusiastically, earnestly and eagerly extended. That is the first experience of American soldiers in France. Our men have received the greatest welcome an American ever received in a foreign soil. For the people of France have been waiting for them, not only waiting for them, but also praying for their arrival. The first question asked of Marshal Joffre, when he returned to France from this country, was how soon the American troops would be in France; and as soon as it became known that the first contingent would start at once plans began to be made for their reception and for the big parade down the Champs Elysees on July 14—the natal day of French liberty—when the Stars and Stripes will float beside the Tricolor.

But the reception, the handshaking, the parade, the cheers are only the beginning. Work comes after that—and hard work it will be—to fit the men to take their places in the trenches. No matter



GENERAL PERSHING REACHES FRANCE

American desiring to picture the growing sentiment in France toward the United States. General Pershing, upon his arrival in France, should read the welcome this country gave to Marshal Joffre. Joffre came to America a guest here and received the warmest welcome extended to any foreigner in recent years. Pershing arrived in France as the leader of the men to whom France has turned for aid in her time and crying hour. In this picture General Pershing is passing before the guard of honor, accompanied by General Foch and General Dumas.



at home to give them the bearing, the discipline, the sense of duty, the soldierly obedience to orders, and the grasp of the principles of war. Thus send them to France to finish their training here, where we have been in the grip of the thing for three years. The sight of the Stars and Stripes and the presence of American soldiers in France will move the French people as nothing else could move them and give them a moral sureness of victory that nothing else could.

(Continued on page 10)

GREETING AMERICA'S COMMANDING GENERAL

Through streets lined with cheering people, General Pershing was driven to his hotel quarters in Paris. Scenes such as this were repeated when the first and second American contingents reached their place of destination in the French coast. The French people in their light and generous way have not hesitated to show the sincerity and depth of their feeling at the arrival of our soldiers, and dispatches state that our men marched to their camps through crowds of weeping and cheering men and women.

How hard they may have worked here, no matter how well trained they may be according to our ideas of war, they will have to have their period of training in the camps of France behind the lines before they can go into the trenches. Any other course would be slaughter.

The Russians, when they arrived in France, were veteran troops who had gone through a year and a half of fighting in the first line on the Eastern front. But before they went into the trenches in France they had a rigorous course of six months in the training camps behind the lines. Every man of authority I talked to in France about the coming of the American troops said the same thing:—Train your men for three months



THE NEW AMERICAN SOLDIERS

We have come to recognize the soft, white-breasted felt hat as the badge of the American soldier. Here we must receive our training, for the men at the front will wear helmets. Here are the first American soldiers to

go into active service, except the men of the aviation and medical corps. These men are members of the University of California unit, and are engaged in transportation work.



THE NEW FASHION "I WANT YOU"
This thrilling poster by Mr. Flagg, which is known from coast to coast and universally recognized as the greatest of all war posters, appeared first on the cover of Leslie's Preparation Number, July 6, 1916.



TWENTY-FOUR HOURS FOR CHRISTMAS, PLEASE!
Leslie's Christmas number for 1916 bore this cover from Flagg's brush.

DOING HIS BIT WITH HIS MAGIC BRUSH



JAMES MONTGOMERY FLAGG

This signature is too well known to magazine readers to need an introduction. Readers of LESLIE'S have admired Mr. Flagg's covers for many years. Since the war began the "I Want You" cover has established itself in the minds of all Americans and will long be remembered as the greatest of recruiting posters. This picture, which first appeared on LESLIE'S a year ago, beckons Americans to the service of their country throughout the land. Recently Governor Whitman of New York appointed Mr. Flagg "official military artist" for the State for the duration of the war. In notifying Mr. Flagg of the appointment the Governor wrote: "I am especially pleased to make this appointment in order to recognize your patriotic spirit in contributing voluntarily your abilities as an artist during this crisis for the good of the State." On the cover of this issue of LESLIE'S is another Flagg painting.



REINFORCEMENT AGAINST DEMOCRACY
No war is won by thoughtless words and consideration for the enemy's feelings. James Montgomery Flagg is a good fighter as well as a great artist. What he thinks of German imperialism he tells in this picture.



THE CALL TO THE COLOR
Mr. Flagg has caught the spirit of the hour in this original poster. Unlike white this poster, many believe that a little more music would add nothing to its melody.



BROWN DRILL ON A BATTLESHIP

There may be a closer spot than a well kept battleship, but if you name it to be greater be prepared to make good, for he will certainly be from Missouri. At first months often complain about the drudgery of keeping everything spot and span, but gradually they come to take pride

in this phase of their work and it is safe to say that no crew in the navy would tolerate an "antidote" ship. The first lesson in discipline was learned at drill and in keeping clean—was up to the mark. From the picture it is readily seen that the men have their fun as well.

MEN WHO ARE MAKING AMERICA

EDITOR'S NOTE:—In this article, which is the forty-ninth of his series, Mr. Forbes has given **LEADER'S** readers the interesting story of a man who won success in many fields of business largely through following the old-fashioned, simple truths of Mr.

AUGUST HECKSCHER, VERSATILE MAN OF BUSINESS. A SUCCESS IN MANY FIELDS

BY H. C. FORBES

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WHEN a young man able to speak the English language can come to the United States and attain marked success in half-a-dozen different fields, surely few native Americans ought to complain of lack of opportunities.

The career of August Heckscher illustrates better than any other in this series the abundance of channels open in this country for the exercise of intelligent and profitable industry. After thirty years of rigorous toil, first in coal mining and then in the zinc field, during which, after an abnormal amount of opposition, Mr. Heckscher earned a comfortable fortune, he became interested in real estate development and became a very important factor in this line of enterprise. Not satisfied with this achievement, he branched out—very successfully—into copper mining, steel manufacturing, iron ore properties and such diverse activities as grapefruit culture in Cuba, the manufacture of ice engines for most of the country's cities and towns, a paper company, large foundries, silver mining and financial institutions.

I asked Mr. Heckscher to what he attributed his diversified success, to what particular qualities he attached special importance, and what, in his opinion, was the most common weakness in the make-up or training of Americans—born youths who failed to attain these conditions.

As Mr. Heckscher has been a citizen and a voter for a longer period than most native Americans—forty-three years—and has founded out a half-century's residence here, he may be regarded as qualified to discuss the subject.

"Thoroughness and perseverance are cardinal requisites," he replied. "The trouble with most Americans who fail to succeed is not that they are not brilliant enough, but because they have not laid the proper foundation. They are not thorough enough. They do not master their subject from the ground up. They dislike the tedium, the study and the labor involved in laying foundations. They do not want to begin at the bottom—they want to forget that men like Lincoln and Washington did not start at the top and that Napoleon began as an obscure artillery officer.

"You must learn to obey before you are fit to command.

"Opportunities are boundless in this country. You mentioned that I have made some success in a number of different undertakings. If I have, it is because I set myself to learning each one of them painstakingly and applied myself to it perseveringly until I knew it well.

"How did I do it? Well, I am an obstinacious reader and my memory is a little like what Mr. Roosevelt once said to me when I asked him how he could remember so many things. 'I can't forget,' Mr. Roosevelt replied. 'I am not impatient; I have been blessed with a faculty for perseverance no matter what happens. I do not give in.'

Some of the most powerful financial interests in the country learned from experience that August Heckscher possesses budding tenacity. They fought him and he fought them in the courts for ten solid years over title to the Great New Jersey Zinc Mines which Mr. Heckscher had acquired. The records of this case, famous in jurisprudence, form a small library. From court to court the case was carried. Even when



AUGUST HECKSCHER

Thoroughness and perseverance are the cardinal requisites for success, according to Mr. Heckscher, and his own telling variety of purposes has made him a business success. He might gratefully admit, in his motto, the famous saying of John Paul Jones: "I have not yet begun to fight."

the Court of Appeals of New Jersey ruled against Mr. Heckscher he did not give up. Instead he redoubled his efforts. He even went and ransacked Europe for specimens of ore to substantiate his contentions.

He kept his lawyers busy. Finally he presented such an array of facts, exhibits, and testimony that the Court of Appeals actually reversed itself, admitting that its previous decision had been based on insufficient data. During the thick of this battle Mr. Heckscher lost every penny of his fortune through the failure of the financial institution which did his business. One night he went to bed a moderately rich man, and woke the next day to find himself worth less than nothing. A friend had sufficient faith in him to lend him \$50,000 to meet the more pressing of his debts, and Mr. Heckscher had to start all over again. That was in 1896, the year of the Baring Brothers memorable failure, which shook not only London, but every other great financial center.

His tenacity, his unswerving courage, his aptitude for serious exertion stood him in good stead. Although he had lost his money, he did not lose heart. The combined opposition of influential financial, cultural and industrial interests in New York and in New Jersey could not defeat or daunt him. Had he been a man of only moderate self-confidence, a man of mediocre ability, a man of only half-hearted determination, he never would have withstood the pressure for ten long years.

Perhaps Mr. Heckscher inherited his fighting qualities. His father fought in the battle of Leipzig against Napoleon the First as long ago as 1813, when a boy of only sixteen. In later life, his father became Prime Minister of Germany. Heckscher, who was born in Hamburg on August 26, 1848, received a typically thorough education in Germany and Switzerland.

When nineteen, he decided to strike out for the United States. He was given \$500 in gold, which he strapped about his waist, and thus easily manifested his faith in himself by giving his mother an assurance that under no circumstances would he call upon her for the gift of another penny. Nor did he. He landed in New York in 1867, and, through relatives, obtained employment in the anthracite coal mining regions of Pennsylvania. All that he knew about coal was that it was black, but the manager, falling ill, young Heckscher was placed in charge of the whole property.

"Running a coal mine in the '60's was not the pleasantest of occupations, for the Mollie Maguire gangs were then on the warpath," Mr. Heckscher recalled. "The miners' unions came and tried to lay down the law as to what the operators must do and must not do. The riots and the bloodshed in the coal districts during that reign of terror formed a dark chapter in American industry. However, my experiences, I suppose, tended to develop self-reliance. It was a rough, but a salutary school for a young man in my position. I managed to fight my way through somehow or other."

A man having been built on top of the mine, rendering its continued development dangerous, the whole property was sold in 1881. By this time, the anthracite coal trade was being supplanted by the railroad companies, who, because of their control of transportation, were in a position to make it extremely difficult for private coal companies to stay in business. The Philadelphia & Reading Coal and Iron Company bought over the mine in which Heckscher was interested.

On looking around for a new opportunity, Mr. Heckscher, along with an older cousin, bought control of a zinc plant at Bethlehem, Pa., now forming part of the Bethlehem Steel Works. Although the concern had sunk into bankruptcy and was purchased

(Continued on page 48)



THE PARK AT HUNTINGTON, LONG ISLAND

Mr. Heckscher is a great believer in civic improvement, and has given freely of his time, energy and money to develop the country around his estate at Huntington. The little park seen above

is a present to the community. That no railway may cross be a burden to the town, the donor has endowed it with sufficient funds to adequately care for it.

WHERE ARMENIAN MEETS TURK

EXCLUSIVE PHOTOGRAPHS FOR LADIES WEEKLY BY FRANK DANIELIAN



ARMENIAN CHILDREN RESCUED FROM THE TURKS

Bishop Mesrop of Tiflis, Caucasus, with a group of Armenian refugee children who were rescued from the Turks after they had been held prisoners for several months. The children were placed in a Turkish school by the Turks and were being taught the religion of the Mohammedans. Many thousands of Christians and Mohammedans who have been driven by war into Persia are now endeavoring to co-exist. They are struggling without food, cattle, agricultural implements, and in any event of getting a fresh start in life. However, the terrible persecutions in which all are subjected have sometimes ended solemnly in mass suicides and it is not unusual to see Kurds and Armenians working together in the fields. In the circle on the right are an Armenian grandmother, mother and her baby, all three victims of a family of twenty-seven. The other members of the family were slaughtered by the Turks in the presence of these survivors.



THE BLESSING BEFORE THE MARCH

Armenian volunteers with the Russian army taking their last benediction path before they begin their march on Basmah, Turkey. In the foreground in front of the line of troops is a priest. Probably an older man on earth, wearing the Hefez, has suffered more from religious persecutions than the Armenians. With Armenian prayer is usually a historic of an Armenian, her religion is what is her people. The Orthodox Armenian Church is not dissimilar to the Greek Church. The head is called the Carapaz, and reaches a Kizimaz in Western Armenia.

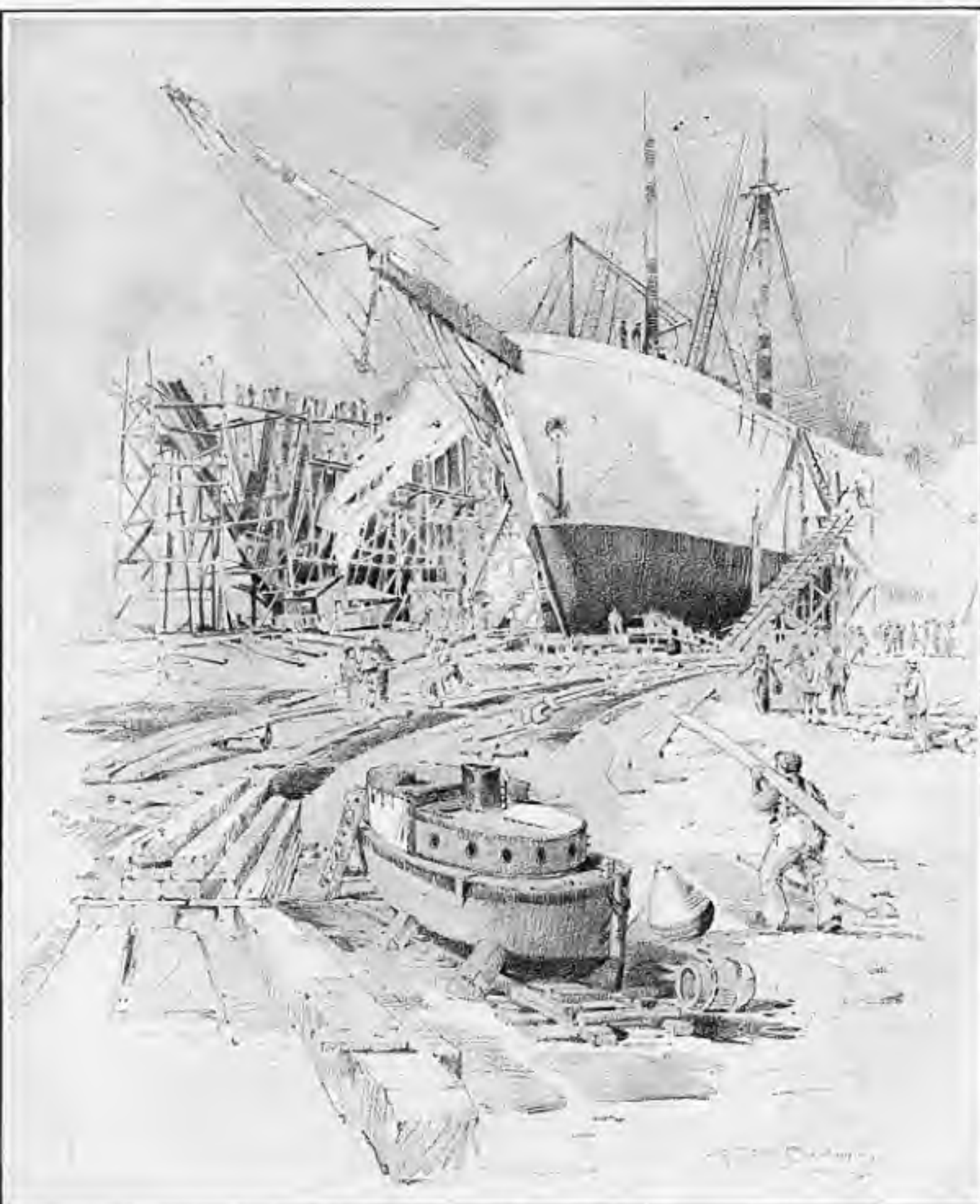
then join the Armenians. With Armenian prayer is usually a historic of an Armenian, her religion is what is her people. The Orthodox Armenian Church is not dissimilar to the Greek Church. The head is called the Carapaz, and reaches a Kizimaz in Western Armenia.



THE UNITED STATES NAVY IS READY FOR AN EMERGENCY AT ANY TIME

The scene of activity above gives a glimpse of the preparation that has fitted the Navy for the inevitable part which it is to play in the Great War. In the picture is shown the forward deck of the *Missouri* during the process of loading ammunition for the 11-inch guns which constitute the main battery of the ship. The *Missouri*, which is a battleship of the second line, has a ton-

nageant of 800 tons. On every kind of vessel likely to be involved in an engagement the most thorough preparation has been made to bring the great fighting machines up to their highest possible points of efficiency. With vigorous mind and expert gunners in the turret, American ships may be depended upon to acquire themselves with honor.



BUILDING THE FLEET WHICH IS TO BRIDGE THE ATLANTIC

SHOWN BY THE COURTESY OF THE U. S. NAVY

The Marine Trade Council, which represents seamen in the shipbuilding industry, threatens to strike unless the men in the Eastern service are granted an increase of 25 cents a day. At this time such a move would be a national catastrophe. Scarcely less important than the transport ships which are carrying our troops abroad are the merchant vessels which are to

feed not only the American boys in blue dress, but the people of the allied nations as well. Shipyards in every part of America's coast are working night and day to fill the demand for steel and wooden vessels, and the contracts already let by the United States Shipping Board, under the leadership of General George W. Goethals, indicate the magnitude of the work.

THE NEW WINGS OF FRANCE



AN ARMORED HERO OF WAR

The French are developing many swift fighting airplanes which make well over the 100 miles an hour long considered the air's speed limit. Many of these machines are of the biplane type. Here is a more heavily armored and armed one than is used among fighting planes. It is called a *Blériot* and is used in reconnaissance work as well as for fighting.



"THE BONE YARD"

The mortality of airplanes is probably greater than that of any other weapon of war. The greatest loss comes in training schools where accidents are frequent, particularly in case of new students endeavoring to make landings. The French estimate that it costs \$50,000 to train an aviator. Because of the length of time necessary to make repairs a large number of machines are on hand at the schools. This corner of "the bone yard," as the hangar given up to damaged machines is called, shows several airplanes awaiting the repair men.



A FAVORITE FOR FIGHTING

Above is a hunting machine with a very peculiar short body. The airplane is known as the *Cantiniere* type and its lines are especially designed for turning down the enemy's planes. They are called the *machine de chasse*, or hunting machine.

THE FLYING FISH

This new *Mirafiori* has a body much like that of a flying fish. It is a monoplane with a very broad plate above the body of the machine. It is capable of great speed and its streamlike body is accentuated by the conical head, shaped to reduce air resistance.



THE SOLDIERS OF THE SEA



HIDING RATHER GOOD-BYE

The farewells said before the machines sailed away were few, as all movements were made under cover of the utmost secrecy. The sailor in the picture above was one of a limited number who had the privilege of a last good-bye just before sailing.



MAINTAINING

The request of officers ordered to France. Dyer left the Longue Island Navy Yard. He would as the ship departed wave to every sailor passing ground a baseball field. In the 2,700 men went away in quarters of



LOADING SUPPLIES

The problem of supplying hundreds of these units of men at the front is one of the most important now facing the army and its transport service. There is one little corner of the night work. Tying on the dock, near the train part, is one of the new nets with which supplies are "whipped" as loaded. In the background are stacks of supplies and a few hundred more men, etc.

THE HEAD OF THE CHARGE

There was no cheering. For there was no one to lead in cheer, when the gun-bronzed veterans of WWI came and their Dorrings passed down the walk and through the naval reservation gate on their long and dangerous journey.



"GOOD BYE"

Major General number of the is now in the forward in C. Considerable of Movement, in Cultural union, that he France the General at the soldier's "Good By"

Photo
Marine Photo

A FEW OF THE NAVY'S CHAMPIONS

EXCLUSIVE PHOTOGRAPHS FOR LESLIE'S
BY BUREAU



BASEBALL ON THE "OKLAHOMA"

Every big ship in the navy has its varied teams and baseball is one of the sports that receives a large part of the sailors' attention. On board ship, games usually are attended to pick strong batters and with only a deck for a diamond the pitcher and catcher perfect their signals and prepare for the games which are played as soon as the vessel is in port. At the annual spring maneuvers at Guantanamo Bay, a schedule is arranged to provide for games between the teams of all the ships in the fleet and the overall championship is determined in the games on the drill grounds. The team above captured the honor of the battleship Oklahoma last season.



THE NAVY'S MIDDLE-WEIGHT CHAMPION

L. G. Szwarcwald is a chief boatswain's mate in the navy and he is also the champion middleweight boxer. He is seen here with four of his sparring partners on the Oklahoma. Szwarcwald is the man at the left in sparring trunks. In addition to his reputation as a boxer, Szwarcwald's tortoise arms have made him famous in the navy.



THE "OKLAHOMA" TRACK TEAM

This team won the Naval V. M. C. A. trophy at the Big Thanksgiving Day meet held at Norfolk, Virginia, in 1916. While track athletics hold a minor place in the sailor's heart as compared with boat racing, boxing and baseball, the navy, nevertheless, has some excellent track records.



A Real War Saving

THERE is real economy in the use of Republic Tires.

It is due to the Prodiun Process of toughening Republic Rubber.

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They last so much longer that the saving in a year is marked.

We recommend Republic Tires as a sensible and very real war saving.

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35¢ and 50¢ a pair—
are made for you men of action.

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told by readers of the
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to the Editor. First
hand accounts of
mystifying experiences
with the hidden world

in the August

Metropolitan

ALL NEWSSTANDS JULY 7th

MEN WHO ARE MAKING AMERICA

(Continued from page 1)

by the Heckschers at practically sheltered sale, they developed it aggressively and so successfully that, within a few years, it paid dividends regularly at two per cent, monthly. Mr. Heckscher became convinced that the zinc industry had vast possibilities and he resolved to extend his operations.

Accordingly, he took the lead in forming the New Jersey Zinc Company in 1897. Certain entrenched capitalistic interests did not relish the advent of this outsider, who was out of their number, and an attack upon the Heckscher interests was instituted. As already told, Heckscher lost all his money in 1899 and also at one stage had his title to the zinc property declared invalid, yet through an usual but attained ultimate victory at the end of ten trying years. He continued as manager of the zinc company until 1905, when he resigned.

Although he had now sufficient wealth to satisfy all his needs for the remainder of his life, he found he could not remain simply an inactive investor. He had been appointed by the courts to the receivership of several railroads, forming what is now the Kansas City Southern. He had also been receiver of a large steel plant. At each step, he made it his business to master the industry or business which he took up, so that, in course of time, he acquired exhaustive knowledge of various lines of activity.

Then he was tempted to enter a field in which he had not first made himself thoroughly familiar. He purchased the Whitney property at 42nd Street and Fifth Avenue, New York, as an investment, but soon discovered that it could not be made to pay. Having once taken up real estate, however, Heckscher, unaccustomed to doing things by halves, began to analyze conditions throughout the city with a view to more extensive operations. The Whitney property was then too far up-town to be turned to profitable account; in other words, Mr. Heckscher found he had bought prematurely—he was too early. He therefore decided to build merely a temporary structure on that site and to devote his attention to the 42nd Street district as being more immediately in the line of development in value.

Having now a reasonably good knowledge of real estate, his activities became distinctly profitable. Among the buildings Mr. Heckscher now owns or controls are the twenty-five-story office building at 30 East 42nd Street, the Manhattan Hotel, the Tiffany Studios property, the former Havemeyer residence at 40th Street and Madison Avenue, the whole block fronting on Fifth Avenue at 40th Street, another large property at 45th Street and Vanderbilt Avenue and a business building at 222 Fifth Avenue, formerly used by Mr. Heckscher as his residence.

And the possibilities are that this list will be steadily lengthened, for he is as active today as he was thirty years ago.

The variety and extent of his activities may be gathered from the following partial list of his executive positions and directorships:

Owner of the Vermont Copper Company; director of the New Jersey Zinc Company; vice-president and director of the Eastern Steel Company; member of the executive committee of the Central Foundry Company; chairman of the Union Bag & Paper Company; director of the Central Trust & Coal Company; president and director of the Bessemer Mines Company (iron ore); director of the Canada Copper Company; director of the Nipissing Mines; chairman of the American-La France Fire Engine Company; director of the Ray Herschler Copper Company; member of the executive committee of the Empire Trust Company; director of the Lawyers' Title & Trust Company

and director of the Cilia Grape Fruit Company.

Yet, with all his multifarious business affairs, Mr. Heckscher has taken time to live. To his friends he is "Commodore," having been commodore of the Seawanhauk Corinthian yacht club—quitting it for his favorite recreation. His intense love of good pictures is revealed by the great number of modernism paintings which adorn his office walls and also his home at Huntington, L. I. He has also taken time to discharge a full share of civic duties. A believer in good roads, he served as commissioner of highways at Huntington for two years, having been elected by a decisive majority, notwithstanding opposition by some of the working people on the score that he was a capitalist and had no business to take the \$3 a day salary away from some workman in need of it. This little objection Mr. Heckscher handsomely overcame, not only by adding the \$3 to the salary at his own cost, but by engaging at his own cost, a capable engineer to carry out many improvements.

Huntington is also about to receive a gift of a beautiful park upon which Mr. Heckscher has spent much labor, to say nothing of money, beautifying and equipping it for the use of the bourgeoisie and particularly the children, who occupy a specially warm spot in his heart. The park will be simply enclosed by great all-aspire charges, so that it may not at any time impose the slightest burden upon the taxpayers.

"Oh, it is hardly worth mentioning, but, do you know, I have had no end of real pleasure out of planning and laying out that little park, with its rustic home for the caretaker, its boumies and other attractions," replied Mr. Heckscher, almost apologetically when I brought up this subject. "It will be a nice place for the kids and the birds."

Mr. Heckscher married Miss Atkins in Pottsville, Pa. They have one married daughter who lives in England, while the nationally well-known polo player, G. Maurice Heckscher, now of the Meadowbrook Polo Team, which defeated the best team England could produce, is a son of Mr. and Mrs. Heckscher.

In view of Mr. Heckscher's own record, it is not surprising that he should regard America as a land of unequalled opportunities for those who will undergo the necessary preparation to fit themselves to seize them. He firmly believes that responsibilities seek only shoulders able to bear them, and that the able and the ignorant are apt to reap just what they sow. Knowledge is power and hard work is the only dynamic that can generate success.

His career proves that to the man with seeing eyes, a well-trained mind and willing hands, opportunity comes many times in a lifetime, not once, as sang the poet who put those words into the mouth of "Opportunity."

Master of human destiny am I—
Fame, love and fortune on my footsteps wait.
Omen and omen I walk: I penetrate
Disasters and seek results; with guile I
Thrust and meet and palm, none so low
I knock infection from all ivory gates.
If sleeping, wake: if hunting, one takes
I hunt prey. It is the hour of fate,
And they who follow me mark every man—
Mortals shiver, and shrink every face
To see death: but those who doubt or hesitate,
Condemned to failure, poverty and woe,
Seek not to vain and cowardly inquire.
I answer not, and I retreat no more.

Opportunity may not constantly come knocking at the door; it may be necessary to set forth and diligently search for her. But she is to be found by those who look forward, and go forward equipped to see her and seize her.

THE MELTING POT

MOBILES OF DAILY ACTIVITIES FROM THE WORLD'S CAULDRON

THE 1,225 prisoners in the Eastern Penitentiary of Pennsylvania have organized to aid the Red Cross.

The House of Representatives puts in one year more than \$4,000,000 in salaries for clerical and janitor help.

The locked shirt and the stiff collar may go into the discard in the conservation of starch, if the food manufacturers have their way.

The Rockefeller contributions to charities since the war was declared with Germany are said to aggregate more than \$200,000.

Credence is still given the falsehood that newspapers of this country have for years been receiving a subsidy of \$10,000,000 from the government.

John D. Rockefeller, Jr. has given to New York a \$200,000 park fronting on the Hudson River, comprising property on which he founded a city.

The President of the National Federation of Catholic Alumni says the lack of modernity and adaptation is the cause of the uselessness which has plunged the work into war.

The Seattle Affiliated Labor Council has voted against the conscription law, and the former president of the Labor Council has been arrested charged with sedition.

The Interstate Commerce Commission has just issued a booklet explaining, five years after the event, how two prominent railroads were lobbied by a speculative syndicate. More rail tape!

The New York Bible Society is collecting funds to distribute tracts. New Testaments to soldiers and sailors passing through New York and to include in such a special message from Colonel Roosevelt.

The distinguished interferences of municipal women in the Illinois State Penitentiary is held responsible for the demoralization of the convicts which resulted in an attempt to burn several prison buildings.

A man who was accused of larceny of produce at Schenectady, N. Y., claimed in his defense that he understood his family was worth \$200 and on examination found she was worth only \$200 and therefore he broke the engagement.

Secretary of Agriculture Houston says that if every family in the United States wastes only an ounce of food it will amount to 1,300,000 pounds daily. The Department of Agriculture says: "One dog will eat kitchen scraps that will feed a dozen hens."

In pleading for the return of the old-fashioned mother, Billy Sunday says: "We need more motherhood and less money, more virtue and less vanity, more love and less loathing, more milk and less tears, more women who care for babies more than railroads."

Rev. Dr. Lamon of the Madison Avenue Baptist Church in New York says: "The most honorable place in this country is Wall Street." There a man holds up one finger to represent \$5,000,000 and he lives up to it. If he loses he pays his money and deceits people.

Motion picture theatres and department buildings in Chicago complain that they have been compelled to pay over half a million dollars during the last few years to a ring of so-called "business agents" of labor unions. The state's attorney is investigating.

A Dallas, Texas, fair which was boycotted by the carpenters' union had an unprecedented attendance and a local editor remarks that the boycott of the fair had "about as much effect upon the attendance as the salvo the old woman spat into the sea to help drown the whale."

The master employees of the Standard Oil Company of New Jersey, under a partial payment plan adopted by the directors, authorized for over \$2,000,000 of the Liberty Loan bonds, said to be the largest subscription by the employees of any industrial corporation in the country.

A Missus Vernon, N. Y., resident, who was charged by his wife with abandoning

her, protested to the court that his wife would let him have only \$1 a week for his own use. The judge directed that he should have the dollar and that his wife should mend his clothes, which she had failed to do.

The bond houses of Wall Street which gave their services free of charge for a month to the Government, to help sell the Liberty Loan, have average daily expenses from \$200 to \$5,000. Yet all their employees were working wholly for the Government and without a cent of revenue, while the Liberty Loan was being placed.

Gov. Tracy, Attorney of the Department of Agriculture says: "A crime is being perpetrated against the American people by the control of food prices by industrial food pirates," but the same department reports the highest prices paid for farm products for 10 to 15 years (the most) since the post war food shortage, and an Iowa paper reports the sale of five fat hogs by a farmer for \$240.

The farmers along the southern borders of Texas, New Mexico, Arizona and California, who find that they must depend upon Mexican labor for help, are bitterly opposed to the new immigration law, which prevents the immigration of illiterate, the bill for the passage of which nearly all their Congressmen voted. The farmers have induced the Government to suspend temporarily the operations of the law.

In proof that the workmen take an interest in how they shall vote for members of Congress and other public officials, this statement is made: "The control for the Federation of Labor, Jackson Madison, was badly whipped in the fifth Maryland district by Sidney Hodel, David Lewis, chairman of the House Committee on Labor, an ardent unionist, was defeated by United States Senator by a comparatively unknown Republican—though the state of Maryland itself gave Wilson a majority of 10,000. Buchanan, of Illinois, former head of the "Struggle for Workers' Union, was defeated by Nick Judd, a man who was abroad in the campaign of 1912. To counter, author of the anti-efficiency bill, was refused to serve life by an unappreciative constituency; Governor Dene, of Illinois, vacillated, endorsed by the State Federation of Labor, was overwhelmed in his campaign for re-election."

THE NEW SOUTH

Full life yesterday— and not
It seems but yesterday
At Agamemnon's feast to feast
They stood, the blue and gray
Beside the apple trees that blossomed
Above the pink and white
They looked at each other, and the words
Still crimson from the lips,

Since then the hands have arisen in arms
Has built its towers strong
Regarded all the world that once
Were taken, and making due
Above the rocky coast against
The conqueror's enemy done
And cultivated everywhere
The kindly art of peace

Her sons have sailed the seven seas
To sit at Rome's state banquets
They help to steer the ship of state
They counsel and command
The victories of peace that crown
The immortal South
Outwitted her ancient glory too
Before the conqueror's mouth

New population like a flood
Of brave souls came
From Maine to Georgia, swelling slow
The nation's brave and true
New labor opened for the day, soon
And graced the cotton field
New souls in life, brave and true
The farmer and the wheel

From Mississippi's mighty flood
To far Pennsylvania's loam
From Miami's marshy swamps
To Dakota's striped loam
From Vermont's banks of snow and
To Alaska's highest crags
The North and South are one again
Beneath the same old flag

—MRS. J. J. JONES

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NEW YORK

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These words epitomize the mission of magazines as we, in the magazine business, see it—to take note of events as they pass and, after they have passed, to weigh their meaning and importance, and thoughtfully to interpret them to the people. This mission with it, also the quality of discrimination. Magazines are not hurried to press. There is time for both discrimination as to what is worth careful consideration, and for thoughtful interpretation.

It is of this way that the magazine has earned their place in the houses of America; that they have taken their part in the advancement of national life.

Not by interpretation of news events only, but by interpretation, as well, of life in general. For years the magazines have given to America: (1) the

best of the world's fiction; (2) they have developed and popularized the distinctive American short story; (3) their interpretation of current affairs has kept up-to-date thousands of busy men and women; (4) and all the time they have worked for the American home—long helpful lines of health, pure food, labor-saving devices, and have even campaigned successfully for better babies.

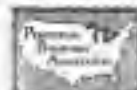
It is upon this universal service to the American people that the magazine business has been built up. It is upon this firm foundation that Magazine Advertising stands and from which it offers a service in publicity which is inseparable.

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148, 7-20-21

OUR ARMY IS IN FRANCE

(Continued from page 37)

give them. And three months' training in France, where we know war to its ultimate possibilities, will save the lives of more American soldiers than three years' training at home."

That is the answer. That is why the American troops will go straight from the glad hand to the training camps. To save lives. For three months, at least, they will remain in the camps. During that time we may hear very little of them. We may wonder when they are and what they are doing. Don't worry! They will be in training camps, getting ready for the big job to come. For it is still to come. Germany is still a long way from being beaten and she will not be beaten this year. There will be plenty of fighting for our men to do next year.

The life in these training camps is very simple and very complex. It is the complex simplicity of the life in the front line reproduced with the fewest possible differences. The men will live in barracks instead of dugouts. That is one difference, and a highly important one, in so far as comfort is concerned. There will be the uninterrupted to-toto-toto-toto of the machine-guns in practice, the short, high bark of the field guns, and the heavy roar of the big guns, but there will not be the long whine and deep explosion of the arriving shell, with its clouds of earth and thick black smoke and flying pieces of jagged steel. This difference is even more important from the point of view of comfort.

There are disposed of the most important differences between the training camp and the front. The men will then begin to learn the difference between war as it is and war as it should be. One of the first things they will learn will be that pay out of every two hand-to-hand combats are fought at distances varying from ten to forty yards from one's opponent.

They will be taught this when men are picked out from every company and squad for grenadiers, thinkers of hand grenades, called in the English army "bombers." We have still to develop an army sling of our own for this war. Under French instructors, privates, corporals and sergeants, the champions grenadiers of the French army, our men will put in hours every day, standing with their toes in a line, learning to throw hand grenades with a long, straight-arm, overhead swing, beginning near the ground behind, like an unfolder throwing in the plate, and ending with a carry through like a golf stroke. Some of the best French grenadiers can throw a hand grenade five to fifty yards—which is some feat.

After they have learned the art of throwing with unaided grenades they will take up practice with "live" grenades. Hand grenades explode at various intervals after the cap is set off, some of them very near, others after a few seconds. It is a foolish business to detonate a hand grenade, make that long swing and land it in the enemy's line forty yards away while one is counting five. You can make the experiment yourself very easily.

Take two two-pound half-pound weights, one in each hand, and strike them together, holding them in front of you. Then throw one of these forty yards, using the long swing, starting from the ground behind. Do this with a stop watch and you will get an idea of the quickness and accuracy with which a grenadier must work. More than a few unfortunate whose thoughts have not coordinated quite rapidly enough are now trying to do work in mountainous factories with one hand. Yet the French soldiers become such expert grenadiers that they infrequently they can return a grenade to the German trenches before it has time to explode.

Our men who are picked out for grenadiers will be trained unceasingly for hours a day as long as they remain in the camp and the practice will continue daily after they

go to the front. Every morning they will be marched out in squads in the training ground. They will practice all the morning and after luncheon go back at it again until dark. Prizes will be offered for efficiency. Everything possible will be done in bringing them to the highest point of expertness. For they are the men who will lead, when the troops go into the parapets for the first attack on the German lines.

Meanwhile, at one side of the big camp the great body of the troops is becoming familiar with trenches as they are. A complete system of front-line, firing-line and support trenches with communication trenches and reserve trenches has been prepared here. It takes up something like a square mile of fields and the men learn that a trench is not a long straight ditch that can be swept for half a mile by a machine-gun, but a succession of diamond-shaped rectangular enclosures. No section of the trench is more than twenty feet long, while it is about seven feet deep and has a parapet from twelve to thirty inches high and three feet or more in thickness, for a modern rifle bullet will penetrate thirty-two inches of solid earth.

Squads are posted, one man and sometimes two, in each enclosure of the front line. At a given signal they rush back to the firing trench and report an attack coming. The firing trench is manned, the supports come up from the support trenches, the reserves move into the support trenches, and the second line, way back "yonder," comes into the reserve trenches.

Hours daily for days and weeks they practice rushing through the narrow, twisting corridors of the trench system, each man dropping automatically into his numbered position, when he arrives in the firing, support or reserve trenches, and ready instantly to advance to the next line. The grenadiers stand in position, ready to throw their grenades into the advancing enemy. The grenade bearers in long lines, like the bucket brigade at a village fair, pass up fresh supplies of grenades from the reserve stocks to the grenadiers. The silence lies at their officers' command. Time and time again an attack is simulated, swift thought and action coordinated automatically without effort or conscious wait for the next move.

Again, they practice making an attack, which is a different thing. With bayonets fixed, but their rifles slung over their backs, they climb out of the trenches at the signal from their officer, who stands watch in hand, waiting for the prescribed signal. It is not an easy thing to go out of a seven-foot ditch in full marching order with three days' food, a hundred pounds of ammunition and perhaps fifty pounds of grenades strong around your waist and over your shoulders, besides the rifle with dead bayonet to hang on not only yourself but the men behind and the men in front. The men are put through this drill day after day until they learn to get over the parapet at double time and rush through twenty-five to fifty yards of their own barbed wire by the cunningly contrived juts to which they have been painstakingly taught.

Once through the barbed wire they spend not in cover the life of the enemy trenches. First go the grenadiers, grenades in hand. The grenade bearers are behind them with fresh supplies. The wire cutters are close up to the front, ready to cut the enemy's wire, if the artillery has not thoroughly disposed of it. The machine-guns and the riflemen follow.

Perhaps the hardest thing to learn is to clear the enemy's trenches after a foothold has been gained in a portion of it. This is where the hand-to-hand fighting comes in and it is the work of the grenadiers, preceded by the grenade bearers. They must advance from enclosure to enclosure, dropping their grenades accurately ten yards

(Continued on page 39)

MOTOR DEPARTMENT

CONDUCTED BY H. W. BLAUBRON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor buses, accessories or other items, can obtain it by writing to the Motor Department, LITTON'S WEEKLY, 125 FIFTH AVENUE, NEW YORK CITY. We answer inquiries free of charge.



TO REDUCE FRICTION IS TO SAVE FUEL

Finally running smooth and steady are more necessary with trucks carrying heavy loads than in the case of pleasure cars. Still, of more bearings for trucks carrying such a load as the pleasure use of transmission may, and are practically indispensable.

THE "HOW" AND "WHY" OF BEARINGS

HOW many bearings are there in the modern motor car?

Of course, you may say twenty, or possibly, if you have ever examined a gasoline engine carefully, you may not be quite so conservative, and number them, in addition to the wheels and crank-shaft, there are a few in the transmission and differential which might possibly bring the number up to half a hundred. We doubt, however, if any average car user, outside of the man who has overhauled his machine himself, will make the estimate greater than this number.

Much will depend upon the definition that we give the term "bearing." If we give it the proper general definition of any surface carrying a load moving in contact with another surface, we would encounter no great difficulty in finding probably two hundred and fifty bearings on the average car.

Or, if we give the word "bearing" a simpler definition, and say that it is any place which results in or other form of lubrication, we would still have to count our bearing surfaces by the hundreds rather than by the score. Luckily, however, each one of these two or three hundred bearings does not require individual lubrication, but a hundred or so, as in the case of the engine, may be oiled from the one system drawing its supply from the weekly-filled reservoir. The very fact that we run with more or less economy, say that a bearing is any place which requires lubrication, indicates that all bearings are the work of friction, and, therefore, we might go a step farther and designate a bearing as any mechanical arrangement in which a difference in the relative motion between two or more parts takes place—this friction cannot be prevented unless one body is in contact with another in moving faster or more slowly than the first.

A bearing, then, not necessarily used in every rotary motion, although the majority of bearings to be known to us, are of this type. That is, the bearings carrying the wheels, crank-shaft, cam-shaft, lower end of the connecting rods, and the like, are all cases of revolving parts.

A bearing, however, may carry a reciprocating or swinging motion, as in the case in the wrist joint which holds the upper end of the connecting rod as it swings through the small arc caused by the revolution of the "big" end, or it may be of the actual sliding type such as that formed by the pistons when they move up and down against the cylinder walls. Carrying this definition a step farther, we say that bearings of both types are brought into play with time the car strikes a depression in the road and the springs are depressed. In this case, there is a sliding motion between each individual leaf of each spring, and a swinging motion at points in the frame or adjusting spring to

which the first are applied. These are known as the spring shackles, and as every motorist is well aware, they require a large share of lubrication to eliminate the annoying squeaks that are sure to occur otherwise.

The life of the bearings of a car determines the usefulness of the entire machine. A car with badly worn bearings is an old car, even though it may have traveled less than ten thousand miles, whereas one which has been one hundred thousand miles of use and still has its bearings in good condition is comparatively speaking, a new machine.

What in bearings is determined by four conditions: first, the load which the bearing carries; second, the speed at which the bearing surfaces move over each other; third, the nature of those surfaces and their ability to resist wear; fourth, the lubrication which those surfaces receive and its ability to prevent the formation of the destructive heat of friction.

The nature of load becomes a matter of size, for with a given load it is but natural that with a large surface over which to distribute the pressure, the load on each square inch of bearing surface will be less. This means that the life of bearings will, in general, be in proportion to their size.

By very reason of the high speed at which the modern automobile engine is running, however, excessive size of bearings becomes impracticable, and, therefore, design has been forced to make the very best in bearing materials and lubricating systems to overcome the wear induced in bearings used to carry heavy loads at high speed. Bearings as used in automobile engines are generally of the "plain" type and are adjusted to so snug a fit that a new machine possesses the reputation of being "tight." This "tightness" is a necessary evil, and while it entails the most careful and conservative use of the engine for the first five hundred or a thousand miles, it gives much more satisfactory and longer service in the parts that have been thoroughly "worked in" in this period. The tendency for this tight fit can possibly be better understood when it is realized that with piston, through its connecting rod, exerts an alternate violent push and pull on the crank-shaft and its bearings. Looseness or play in a bearing, of course, so much as a hundredth of an inch, will result in hammer blows of rapidly-increasing intensity which will soon wear the bearing to a dangerous extent. Fortunately, however, the modern, well-constructed automobile engine should be expertly, with proper care on the part of the owner, to run from ten to twenty thousand miles without evidencing the necessity for bearing adjustment. When the time comes for the bearings to be "taken up," however, it should be remembered that this is a job for an expert, and that the

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It is a country-wide condition—more Goodyear Tires are sold in America than any other brand.

Doubtless you have wondered why Goodyears are so prevalent—what lies back of their popularity.

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GOODYEAR
AKRON

LET THE BANANA HELP OUT ON THE FOOD QUESTION

BY W. E. AUGHRON

WAR has always been of material advantage to the development of a nation's economic state. Napoleon once said that "an army fights on its stomach." In order to provide rations for his troops in order to enable them to harass the countries of

as our only vegetable. I have been, ever since, a believer in the banana as a food. One well-known writer says that "the banana is the prime minister to the life of two hundred million people." Fear of emasculation prevents him from stating the



BRINGING IN THE FRUIT FOR SHIPPING

The expectation of banana today is broadcasted along lines of modern efficiency. The "banana," as the banana is known in the tropics, are not used in the same way as the early morning and late in the afternoon, as they will not absorb the heat of the tropical sun. After sunset they are loaded into boxes for the next morning, and taken down the mountain side to the steamer which awaits them. The bulk of this steamer has been chilled for forty-eight hours. The bunches of banana are covered from the morning train of modern rubber belts into the steamer's hold and there placed in tiers between the chilled decks. Thereafter, they are arranged in such a way as to remain unharmed until the ripening of one banana in a bunch, running a small variation on the thermometer scale, indicates to the attendant a development of heat in a bunch of bananas which is in order to be shipped. As a consequence of these precautions, bananas reach their destination in the United States with 90 per cent. of their fruit intact as against 20 per cent. twenty-five years ago.

Europe, he instructed chemists to experiment with preserving of fruits and vegetables. The result was the finding of perishable foods, which has since become such an enormous industry in many parts of the world. In addition to supplying what the Little Corporal called "stomach commotion," these foods eliminated forever the dreaded disease of all armies and navies, namely, scurvy. The ships of Paris resulted in the use of horse-meat, against which as a virtual there can be no sane argument, for the equine family are far cleaner in their habits than other meat-producing creatures, and require greater care in selection of provender.

To-day as a result of the war across the ocean, we in the United States and other nations face the problem of food shortage, and how to conserve the limited supply of commodities to the end that none shall experience the pangs of hunger.

Some authorities say that four-fifths of the world's population are vegetarians, and point to the borders of the Orient, especially China, India, and the East Indies whose diet is composed of rice and tropical fruits, chiefly the banana. While the nations of Latin-America are largely meat-eaters, and perhaps the heaviest consumers of meat in the world, their meals are fairly well balanced by liberal use of the banana and its first cousin, the plantain, which is always served in those countries at lunch, last and dinner. The average American hardly realizes what a role this food plays in feeding the masses. Its continued use never jades the appetite. I recall taking a trip up the Orinoco River in Venezuela, until we came to the mighty Amazon in Brazil. Due to the spectating of our canoe, the supplies and cooking utensils taken aboard at Ciudad Bolivar were lost, and for the remainder of the voyage, occupying several weeks, the five Indians and myself, comprising the party, subsisted entirely on boiled manioc or boiled fish, with boiled wild plantains or boiled bananas

and lettuce. When I think of the multitudes in Africa, Asia, the East Indies, the West Indies, Mexico and Latin-America, whose chief article of diet is this fruit, to say nothing of those of Europe and this country who are eating it more freely now, I am certain that had he estimated the number at three hundred millions, he would not have been in error. Americans are 1,200,000,000 pounds of bananas last year or about 3,000,000 pounds a day.

Many truthful claims may be made in using the more liberal use of this genuine "food deficiency." Bananas are always wholesome, nutritious, cheap, easily digested, always in season, all meat, easy to handle, good cooked or raw. Nature hermetically seals them in a neat and perfect package. And above all they are produced without drawing on the nation's resources, and their importation from our Latin-American cousins aids in developing a reciprocal market for our goods.

The banana has almost as high a food value as the potato, corn, macaroni, and, at present prices, is far cheaper. While the potato provides more protein or meaty substance, it has about a quarter of the fat value of the banana, and only 15 per cent. more carbohydrates. The potato yields 145 calories as against 147 for the banana. The banana is also relatively high in mineral substances and contains as much iron as whole wheat bread.

There are hundreds of ways of serving this palatable food, the simplest being to bake, fry or boil it. The Latin-American cooks palatable dishes and dinners of this fruit. Dried, like figs, I know of nothing more delicious, for it makes in the curing process a large percentage of sugar, which adds to its exquisite flavor.

The British island of Trinidad has added to its list of local banana bread and banana cake, made from flour prepared from this fruit. I know it to be palatable and highly nutritious, and especial virtue is claimed for it as a diet for children. The flour is produced at a cost of about three cents per pound.



There is nothing but concrete roads. This stretch of concrete leads the road through Florida near Columbus Junction, from W. F. Boyd, District Engineer, from Highway Commission, State, Tenn.

Concrete Roads Make City and Country a Complete Unit

Farm produce could be hauled into town by wagon and by motor truck in sufficient volume to supply all of our large cities if there were enough permanent highways constructed. The delivery would be as quick, if not quicker than by rail; there would be less handling and no congestion at terminals.

The country is rapidly outgrowing its facilities for hauling. These should be immeasurably enlarged by the building of concrete highways extensive enough to connect whole communities within themselves and with outlying communities.

How to Get Concrete Roads

A connected system of such highways would prevent the costly congestion which occurs whenever strikes tie railroads up, freight embargoes detain their equipment, or war traffic overwhelms their facilities.

A quick and simple way is by means of a bond issue. In that way you raise enough money to build a connected system at once, instead of a few short stretches from year to year. The current road tax is then used to pay off annual installments of principal and interest.

Permanent roads should be built of concrete to stand the wear and tear of heavy motor travel that is certain to be drawn to them from unimproved roads.

Be sure you know what a concrete road is. Concrete is made of portland cement, sand and pebbles or crushed stone. It is hard, rigid, unyielding and durable. Concrete for roads is the same as the material used in building concrete dams, factories, bridges and big engineering works like the Panama Canal requiring great solidity and strength.

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Easy Hauling
Smooth Riding
Long Life—Safety
Always Ready for Use
Low Maintenance
Moderate Cost**

Concrete for roads is the same as the material used in building concrete dams, factories, bridges and big engineering works like the Panama Canal requiring great solidity and strength.

Our Bulletin No. 115 contains some interesting road facts. Write for it, read it and pass it on to your neighbors. Copy our road authorities that you want concrete roads.

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CONCRETE FOR PERMANENCE

July Investments To Net 5½-6%

In war time conditions, shrewd investors are turning back to the land and its earning power for unimpeachable security. This widespread demand is met in the first mortgage bonds on offer, safeguarded under the *Struss Plan*.

Each issue is a first mortgage on a high grade building and land in New York, Chicago, Philadelphia, or some other large city. Price to net 5½-6%. Write for our booklet, "And Time of Investments in War Time," and for

July Investment List No. 1-23.

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Our list of Municipal Bonds, which we shall be glad to send upon request, contains approved issues that we offer at prices to yield 4½% to 5½%.

Write for Circular 308

The Tilton & Walcott Co.

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Investment Economy

Just as it is the best time this year to invest in the best value for the money, so it is the best time to invest in the best value for the money. High class security and good returns can be obtained in a comparatively small investment in a high class security and good returns.

And investors should not forget that dividends on this investment pay for the interest on the investment. This is a very important fact, and one that is often overlooked.

Send for Circular D-1

Write for Circular D-1

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JASPER'S HINTS TO MONEY-MAKERS



CHARLES H. WARD
Of New York, who as International Secretary, has raised money for the U. S. C. A. in practically every civilized country, and who has organized a big force for collecting \$100,000,000 in one year for the American Red Cross.



MRS. FRANCIS C. ATWELL
Of Baltimore, Maryland, a member of the Federal Reserve Commission. Her salary, \$1,000, is said to be the highest paid any woman in government service. Her duties are in the interest of savings for those injured in government work.



ALLAN A. TEMPLETON
A leading officer of the U. S. Army (Major) and President of the Detroit Board of Commerce. This is a wide public organization with a large membership of business men who are doing much to advance the saving city's interests.

Stories—subscribers to LESLIE'S WEEKLY at the New York office, 225 Fifth Avenue, New York, are placed on a list known as "Jasper's Red Cross List," meaning those who have shown a desire to do good. This list is used by the U. S. C. A. in practically every civilized country, and who has organized a big force for collecting \$100,000,000 in one year for the American Red Cross.

WAR is a great educator. Those who live in these stirring times are learning lessons rarely taught and that will never be forgotten. For instance, how many of the four million subscribers to the Liberty Loan have bought, for the first time in their lives, an investment bond?

One estimate is that the number of the purchasers of bonds of the smallest denominations (which probably felt impelled by patriotic motives to their first investment in a stable security, instead of leaving their money in savings banks) will approximate one million. Every one of these bondholders, when he receives first payment of interest, will realize that he has made an investment that gives him almost as much of a return as his savings bank, and an investment that has a preference, in some respects, over the savings bank deposit, because it begins to receive interest from the date of its purchase, and can always be sold in the open market. It is virtually a greenback bearing interest until it is paid out.

After the war, when these government bonds command, as they will, a very attractive premium and when holders find that they not only receive interest regularly, but also have a good profit on their investment, they will have learned the possibilities of stock market securities and will seek to invest their savings in the best kind of bonds and stocks, in the knowledge that they will not only realize a good rate of interest, but also a speculative profit.

Before the Civil War there were only about 30,000 bondholders in the United States. During that war Government bonds sold around par, and at its close some sold at as high a premium as 30 per cent, so that the fortunate purchaser of a \$100 bond bought for \$100, after having received his interest regularly, could sell his bond at \$130 or better—a very handsome profit.

The distribution of the Liberty bonds by the Government was a great educational lesson, especially for those in distant sections of the land who always look upon Wall Street securities as having the hall-mark of the evil one. Those victims of their own hallucinations make up a good part of the list of "easy marks" for the promoters of alluring get-rich-quick schemes.

They are among those who have in a single year, according to the Post Office authorities, yielded up \$100,000,000 to the promoters of fake or experimental automobile, oil, mining, plantation, hotel, patent and similar schemes. Now they have been taught to put their money in the same sort of securities that the Rockefellers, the Carnegies, the Schwaabs and all others of the investing class always prefer—first, for safety, second for an assured income.

Having gotten into this conservative class, it is too much to believe that they will stay there, and that when they receive, hereafter, alluring prospectuses from the get-rich-quick concerns they will do with them exactly what the Rockefellers, the Carnegies and Schwaabs always do, namely, tear them up and throw them into the wastebasket.

If this great war teaches, as it undoubtedly will, this lesson of thrift and conservatism, it will do a great thing for the American people. It will teach them that the warfare on honestly managed corporations, as the vast majority are, is not justified. It will make them holders of securities of these corporations and give them a personal interest in their welfare. Better than all, it will change them from an attitude of unwarranted hostility to one of fairness and friendship.

When this transformation occurs, the public will have very little patience with a Department of Justice that before day and night to put every big business man under suspicion or with an Interstate Commerce Commission that seems to believe that its highest duty is to harass, perplex, and annoy the second greatest industry of the land—our railroads.

No great and wealthy nation that I recall pays as little attention to investment securities as we do. The folk of the American people are foolish in the matter of making investments. They put their money in the savings banks or keep it in their stockings, or some other presumably safe place, when they ought to have it working for them all the while at a good rate of interest.

Nearly everyone who saves a little money in France puts it at once into a good security. It begins to earn for him as soon as he gets it. It doesn't have an idle moment. While he sleeps the bond or stock that he has purchased is making money for him. In this country persons think they are thrifty when they put their money in the savings bank and get 3½ to 4 per cent; yet there is plenty of opportunity to get first-class bonds and other securities that pay 5 and even 6 per cent, and they can always be converted into money just as easily as cash can be withdrawn from the savings bank.



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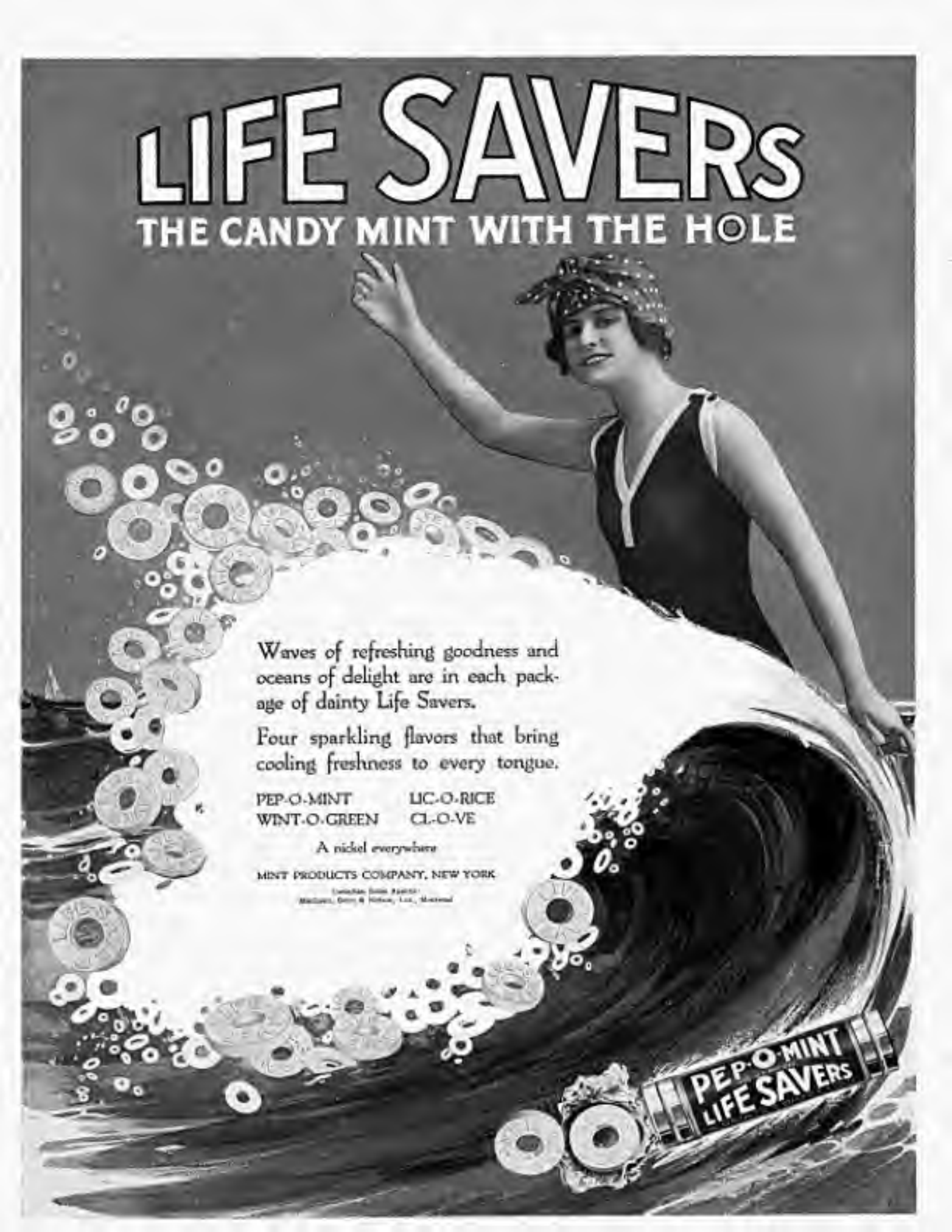
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